NEW PRODUCT REPORT

Velocity XL Primary Wiring Harness

The XL wiring harness has been designed to satisfy most of the requirements for typical aircraft. Included wire runs are the Battery, Starter, Alternator, switched B+, Grounds, Master & Starter solenoid controls, Fuel pump, Lighting, engine instrumentation, Magnetos, Pitot heat, Fuel sump and tank levels, Hobbs, Roll trim, Spares, and more.

A comprehensive guide illustrates the installation in a step by step procedure. The builder is required to make 4 small holes in the ducts and canard bulk head, then mount a few terminal blocks and labels. After that it's simple matter of pulling 3 bundles of wire and connecting the Pre Crimped and Pre Labeled wires to the Pre Marked terminals. Again, every piece of wire is labeled on both ends and, with only a few exceptions, all wires are pre crimped on both ends.

The harness is cut to fit exactly to the XL Pre Wired Power Panel and has enough service loop to allow the power panel to be pulled out of the front of the instrument panel for easy access. If the power panel is not used, there is enough wire to allow hand wiring. Use of the power panel is encouraged as it is a very complete and well proven package.

Considerations have been designed into the harness regarding the use of engine instruments like the Vision Micro Systems VM1000. With this system the engine instrumentation wires typically run from the engine to the inside of the firewall to a Data Processing Unit. The harness instrument wires can be easily separated from the main runs and routed to the DPU.

Customers have reported complete harness installations in 3 hours or less! Compare this to the time involved in hand wiring after you have figured the wire gauges, bought the exact amount of wire needed, designed the electrical system, and bought-borrowed-stealed the proper crimping tools and recovered from cost of PDIG ring terminals.

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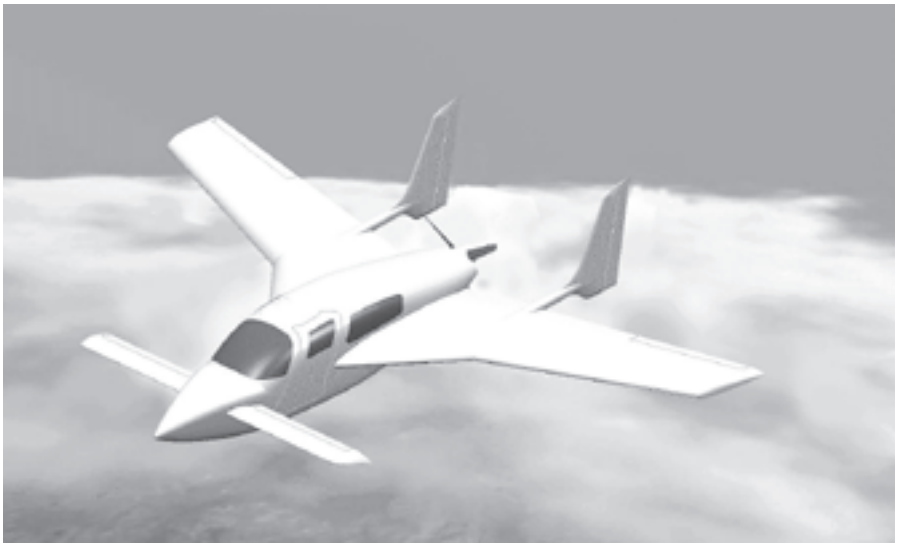

Korean's Modifying "TwinBoom" Velocity

A couple years ago we sold a Long Wing FG Elite to the Korean Aerospace Research Industry (KARI). The intent was to see if they could use the airplane as a trainer or with modifications, as a certification bed. About a year ago they purchased an XL FG and an additional RG system for later modification. From this final configuration and from the flight testing done on the original Elite, KARI began a research program to see what would need to be done to maximize the good things about the design and redesign anything that would make the airplane difficult to certify. The final design is the twin boom you see in the above picture. In addition, KARI took some of the sweep out of the main wing moved the ailerons out to the end of the wings and built new conventional rudder/toe brake controls. This is how the airplane is now being configured and should be flying sometime later this year. They have wind tunnel tested a model and are satisfied with the results. KARI is looking for our assistance in a co-op effort to certify a slightly larger version in the primary category.

We have no idea of where this program is going to end up. Please don't ask us a lot of questions about what is happening or why. What you see and what I just wrote is all we know of for now. KARI has indicated that after flight testing is complete, they will be coming over here to discuss how this program might proceed. They have also invited us over to Korea to fly the airplane and decide for ourselves if it has merit for kit sales in the US. I will keep you posted.

Duane

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